Inouye colloquy, quoted above, although it was, in fact, presented for inclusion in the RECORD at a later point in the day, as noted by Senator INOUYE in the second sentence of the Inouye-Feinstein colloquy. Their colloquy reads as follows:

AGENCY MANAGEMENT

Mr. INOUYE. Mr. President, I have worked for many months with the Senior Senator from California and the original sponsor of this legislation, Mrs. Feinstein, to draft a sound policy to increase fuel economy standards in our country. I stated earlier today that "all Federal regulations in this area be consistent." I wholly agree with that notion, in that these agencies have two different missions. The Department of Transportation has the responsibility for regulating fuel economy, and should enforce the Ten-in-Ten Fuel Economy Act fully and vigorously to save oil in the automobile fleet. The Environmental Protection Agency has the responsibility to protect public health. These two missions can and should co-exist without one undermining the other. There are numerous examples in the executive branch where two or more agencies share responsibility over a particular issue. The Federal Trade Commission and the Federal Communications Commission both oversee telemarketing practices and the Do-Not-Call

The FTC also shares jurisdiction over antitrust enforcement with the Department of Justice Under the current CAFE system, the Department of Transportation and the Environmental Protection Agency work together. DOT enforces the CAFE standards, and the EPA tests vehicles for compliance and fuel economy labels on cars. The President himself foresaw these agencies working together and issued an Executive Order on May 14. 2007, to coordinate the agencies on reducing automotive greenhouse gas emissions. The DOT and the EPA have separate missions that should be executed fully and responsibly. I believe it is important that we ensure that the agencies are properly managed by the executive branch, as has been done with several agencies with shared jurisdiction for decades. I plan on holding hearings next session to examine this issue fully.

Mrs. FEINSTEIN. I would like to thank

Mrs. FEINSTEIN. I would like to thank the chairman of the Commerce Committee, and I would like to clarify what I believe to be the intent of the legislation I sponsored to increase fuel economy standards in the United States.

The legislation increasing the fuel economy standards of vehicles by 10 miles per gallon over 10 years does not impact the authority to regulate tailpipe emissions of the EPA, California, or other States, under the Clean Air Act.

The intent was to give NHTSA the ability to regulate fuel efficiency standards of vehicles, and increase the fleetwide average to at least 35 miles per gallon by 2020.

There was no intent in any way, shape, or form to negatively affect, or otherwise restrain, California or any other State's existing or future tailpipe emissions laws, or any future EPA authority on tailpipe emissions.

The two issues are separate and distinct. As the Supreme Court correctly observed in Massachusetts v. EPA, the fact "that DOT sets mileage standards in no way licenses EPA to shirk its environmental responsibilities. EPA has been charged with protecting the public's health and welfare, a statutory obligation wholly independent of DOT's mandate to promote energy efficiency. The two obligations may overlap, but there is no reason to think the two agencies cannot both administer their obligations and yet avoid inconsistency."

I agree with the Supreme Court's view of consistency. There is no reason to think the two agencies cannot both administer their obligations and yet avoid inconsistency.

The U.S. District Court for the Eastern District of California in Central Valley Chrysler-Jeep v. Goldstone has reiterated this point in finding that if approved by EPA, California's standards are not prempted by the Energy Policy Conservation Act.

Title I of the Energy Security and Independence Act of 2007, H.R. 6, provides clear direction to the Department of Transportation, in consultation with the Department of Energy and the Environmental Protection Agency, to raise fuel economy standards.

By taking this action, Congress is continuing DOT's existing authority to set vehicle fuel economy standards. Importantly, the separate authority and responsibility of the U.S. Environmental Protection Agency to regulate vehicle greenhouse gas emissions under the Clean Air Act is in no manner affected by this legislation as plainly provided for in section 3 of the bill addressing the relationship of H.R. 6 to other laws.

I fought for section 3. I have resisted all efforts to add legislative language requiring "harmonization" of these EPA and NHTSA standards. This language could have required that EPA standards adopted under section 202 of the Clean Air Act reduce only the air pollution emissions that would already result from NHTSA fuel economy standards. effectively making the NHTSA fuel economy standards a national ceiling for the reduction of pollution. Our legislation does not establish a NHTSA ceiling. It does not mention the Clean Air Act, so we certainly do not intend to strip EPA of its wholly separate mandate to protect the public health and welfare from air pollution.

To be clear, Federal standards can avoid inconsistency according to the Supreme Court, while still fulfilling their separate mandates.

NATIONAL SPORTSMANSHIP DAY

Mr. REED. Mr. President, today marks the 18th annual National Sportsmanship Day. This initiative, the largest of its kind in the world, is a program of the Institute for International Sport based at the University of Rhode Island. Since 1991, the program has promoted the highest ideals of sportsmanship and fair play among not only the young people of Rhode Island but also among youth in every other State and, indeed, around the world. This year alone over 7 million children in more than 14,000 schools throughout the United States and countries as diverse as Ghana, Nigeria, India, Australia, and Bermuda, will celebrate National Sportsmanship Day.

Our appreciation of sports is deeprooted. The ancient Greeks, for example, recognized "a sound mind in a sound body" as the foundation of a good education. But a complete individual not only develops the mind and body, he or she also develops and exhibits fairness and honesty, key elements of sportsmanship.

This year, Jackie Joyner-Kersee, the famed Olympic Gold medalist, serves as chair of the National Sportsmanship Day program. She and the program's founder, Dan Doyle, remain committed to the goal of making sports a more

positive force in society. They hope to achieve their objective by focusing this year on improving parental involvement in athletics, encouraging parents to be good sports on the sidelines so they can be good models of ethical behavior for their children.

I am proud that Rhode Island is the home base of this program, and I hope it enjoys continued success.

TRIBUTE TO JOHNNIE CARR

Mr. SESSIONS. Mr. President, it is with sadness that today I note the loss of a great American and a hero of the civil rights movement, Mrs. Johnnie Carr.

Mrs. Carr passed away in Montgomery on February 22, 2008, at the age of 97, but her lifelong struggle for equality in America will be an inspiration for many years to come.

I had the great privilege to know Mrs. Carr personally. I was always struck by her deep faith and commitment to improving our State. She was an independent thinker, and her remarkable strength served her well as a leader.

Mrs. Carr lived all her life in Montgomery, where she was a foot soldier in the fight for equality. She was a founding member of the Montgomery Improvement Association, an organization that proved instrumental in the important civil rights events in Alabama during the 1950s and 1960s.

Carr was the schoolmate, friend, and partner of Rosa Parks, who was the recipient of the Congressional Gold Medal and who was honored, 2 years ago, by having her body lie in honor in the Rotunda of the U.S. Capitol.

Fred Gray, lawyer for Dr. Martin Luther King, Jr., and author of "Bus Ride to Justice," a valuable history of the civil rights movement in Alabama, points out that Johnnie Carr was one of the organizers of the bus protest. Gray eloquently notes that her boycott "Set in motion the modern civil rights movement and gave birth to a world leader, Dr. Martin Luther King, Jr., a future Nobel Peace Prize Laureate." That protest succeeded as a result of unified African-American community leaders like Johnnie Carr.

Later, in 1964, Carr became the lead plaintiff in the historic school desegregation case, Carr v. the Montgomery Board of Education, a victory for colorblind public education and one of many important cases heard by U.S. District Judge Frank M. Johnson. Indeed, this case was the first time that the U.S. Supreme Court approved "quotas, goals, and time-tables" as corrections for past discrimination, Gray writes.

She committed her entire life to equality and her faith, which provided her the courage to make a difference.

It is fitting that Mrs. Carr followed Dr. King as president of the Montgomery Improvement Association. For more than four decades she led campaigns to promote voter registration and integrate public facilities.